JAN 10 REC'D

FROM: P. O. Box 9007
Berkeley, CA 94709 USA
RETURN & FORWARDING
ADDRESS CORRECTION R

BERKELEY, CAL.

To:

AIR MAIL

HAM 14

PREPARED FOR: Amtrak

A PAGE OF LEFTOVERS

We hope you've enjoyed the feast of rail travel we've shared with you this past year, and now to round out the feast we offer the leftovers--the scraps from the composing room floor, things that never got into the main course, typos and dupes.

~~ARE TRAV~~EL AGENS A NO-NO?

Intercity Rail Pass

HIGHWAY DEATHS STILL ON THE INCREAST

OMB MAY BOMB OUT
McGOVERN CAMPAIGN
TRAIN CARS WRECKED

Los Angeles

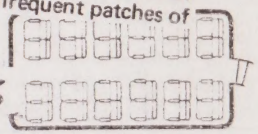
~~SUPER~~ CHIEF LOSES THE CHAMPAGE

VOL. 2 NO. 13
JULY 3, 1

to Florida

more enjoyable and to serve as a souvenir. These include an *Art Folio*, which consists of 16 Kodachrome views of scenes along S.P.'s Coast and San Joaquin Valley Routes, size

Kansas City. It was still dark outside, enough light only to see dim outlines of trees and farms and infrequent patches of



DOME COACH UPPER LEVEL

First Annives

One-Way Coach Fares

	Washington, D.C. to
Silver Spring, Md.	$ 1.00
Brunswick, Md.	3.00
Harpers Ferry, W. Va.	3.25
Martinsburg, W. Va.	4.50
Cumberland, Md.	8.75

	Washington, D.C. to
Keyser, W. Va.	$10.25
Oakland, Md.	11.75
Grafton, W. Va.	14.25
Clarksburg, W. Va.	15.75
Parkersburg, W. Va.	20.00

night club Opening at 9:30, the Night Club offers beverage service, music and entertainment, as the Auto-Train speeds through the night.

Welcome aboard the

Merry Christmas and Happy New Year

steel pats (at
that paper
ds); and cur-
with
, or perhaps
Grand Canyon

JUNE 11 TIMETABLES NOT READY YET

MISC.--U.S. grants of $88.5 million were approved June 21 to build part of the proposed Second Avenue subway in New York and to purchase 320 new cars. --A $3 billion appropriation bill for the DOT was passed by the Senate in mid-June, the money being for the fiscal year 1972-73. In addition, $5.4 billion in highway trust fund money for construction was approved.

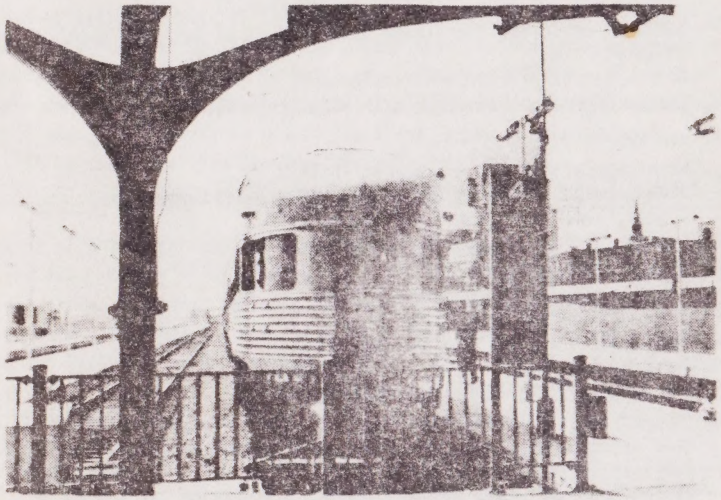
UNITED STATES INTERNATIONAL TRANSPORTATION EXPOSITION

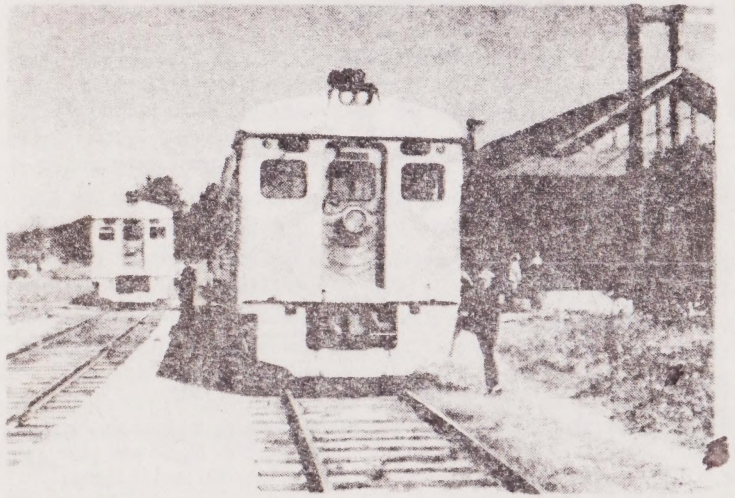
(The ... squeezed, to avoid spliting the work Amtrak)

RAIL TRAVEL newsletter

VOL. 2 NO. 23
DECEMBER 4, 1972
#49

SPECIAL DOUBLE YEAR-END ISSUE





BACK ISSUES OF RAIL TRAVEL NEWSLETTER STILL AVAILABLE

The following list of back issues indicates those still available, and an abbreviated rundown of their major contents. Back issues cost 25¢ each.

1970-1971: Volume one

No. 1 - Announcement of skeleton "Railpax" passenger train network
No. 2 - Call for a Canada-Mexico through train
No. 3 - The fight to expand the "Railpax" system
No. 4 - Passenger train advertising today
No. 5 - Roundup of winter travel news (storm conditions, etc.)
No. 6 - Effect of the L.A. earthquake on train travel

(Note: the above 6 issues have all been reprinted, and while our supply lasts, you can order the set of 6 for only $1. Your order must be postmarked before Feb. 1, 1973. Ask for the "First Six Issues Pack.")

No. 19 - Santa Fe employee interviewed about effect of Amtrak; TurboTrain comes to California
No. 22 - Amtrak's initial equipment assignments by route
No. 23 - Special issue on the SUNSET LIMITED, Train No. 1

1972: Volume two

No. 2 - Chronology of rail travel events of 1971
No. 3 - Potomac Turbo; First Las Vegas Fun Train; Last Clamdigger
No. 5 - Richard Tower: The steamcar's lowest ebb?
No. 6 - Steamcar, part 2; report on highway fatalities
No. 7 - Potomac Turbo brouhaha
No. 8 - E. P. Patton: Northeast Corridor 1972
No. 9 - Amtrak 1st Anniversary issue
No. 10 - Paul Rayton: CITY OF LOS ANGELES, part 1
No. 11 - Steve Farrar rides AUTO-TRAIN; Transpo 72
No. 12 - Geo. Drury: Rails in Britain 1972, part 1
No. 13 - Paul Rayton's comprehensive report on summer Amtrak travel; first ride on BART test train
No. 14 - Rails in Britain, part 2
No. 15 - Riding the FLORIDIAN; Amtrak's summer timekeeping
No. 16 - Steve Farrar Amtraks west; Amtrak's Mexican service, part 1
No. 17 - BART opens; Mexican service, part 2
No. 18 - Riding the 1st MONTREALER & WASHINGTONIAN; Amtrak ridership figures
No. 19 - Revelations of an Amtrak information-reservations clerk
No. 20 - Coast to coast in Amtrak's off-season, part 1
No. 21 - Coast to coast on Amtrak, part 2
No. 22 - Cincinnati Union Terminal closing; GM Special Train consists

Send your remittance for back issues of RTN to: Message Media, PO Box 9007, Berkeley, Calif. 94709. Back issues are sent by third class mail.

BEST WISHES OF THE HOLIDAY SEASON TO YOU FROM EVERYONE AT RTN!

Rail Travel Newsletter, Vol. 2, No. 23 (Whole No. 49), December 4, 1972.

Published twice monthly, on the first and third Mondays, by Message Media, P.O. Box 9007, Berkeley, California 94709. Subscription $6.00 per year, single copy 25¢. STAFF: James Russell, Editor; Paul Rayton, Editor-at-Large; Doug Ellis, Staff Photographer.

SPECIAL ANNOUNCEMENT TO SUBSCRIBERS

As announced previously, this is our second double issue of December, bearing the dates Dec. 4 and 18. If you receive this as part of your subscription, it counts as two issues. If you buy it on the newsstand, it will cost 50¢, just double the normal price. Back issues of the Dec. 4 and Dec. 18 numbers will be available later as single issues at 25¢ each.

This double issue is again being sent by third class mail rather than our usual first class. We would appreciate your comments about arrival date of this issue if you live at some distance. The previous double issue was mailed Dec. 15, and we were surprised to find that it reached East Coast points as early as Dec. 20.

Beginning with the January 1 issue, we will again be back on our regular publication schedule. If your subscription is about to run out, don't delay renewing it, for the issues coming up will be important and interesting ones. The big fight over where Amtrak goes after its initial 2-year trial period will be waging in the coming weeks. If you want to be in on it, you will find RTN a ready and fast source of information. Our annual feature, the chronology of rail travel events of the past year, will appear in one of the first issues of the new year.

Do be with us as we continue to cover the rail travel scene.

ON THE COVER:

This issue offers a special feature--a report on Canadian rail travel by Paul Rayton, who covered many miles of Canadian rails this past summer. The two cover photos, as well as the other Canadian photos in this issue, were made by Paul. The upper photo shows Canadian Pacific's transcontinental train, the CANADIAN, preparing for westbound departure from Montreal last September 2. The lower picture illustrates the entire fleet of the Dominion Atlantic Railway--two Budd cars--at Digby, Nova Scotia on September 1. We consider Paul's exciting article one of the major publishing events of our year. We hope you enjoy it.

EDITORIAL

The announcement by Greyhound Lines that the company would actively oppose Federal funding for Amtrak represents an ill-advised move.

While supporting rail travel vigorously, we have never attempted to downgrade bus travel. Indeed, we feel that bus travel should be as widely available as possible, as an alternative to private automobile travel. Buses can conveniently connect many areas where rail travel is impractical, and indeed we favor the extension and expansion of bus service to such places.

For a bus company to openly lash out at a competing mode of public transportation on the grounds that the competitor is unprofitable is, we believe, just plain wrong. Greyhound makes a profit on paper because its roadways are virtually handed to it by the Federal government and by the private automobilists and truckers who also use the roads. On the other hand the railroads must build, repair and maintain their own roadbeds without such lavish help. One might almost say that the nation's highways have been purchased in blood--the blood of nearly two million citizens who have perished upon them.

(Continued on page 14)

Rail Travel Canada

By Paul Rayton

Where would the train devotee go today to ride the last complete TRAIN built by the Budd Company? And where would the enthusiast find heavyweight cars and ice-activated air conditioning units in main line, transcontinental service? Or find a Turbo train on a postage stamp?

The answer can only be Canada. Canadian Pacific's CANADIAN is the sole American survivor of the "whole train" class of passenger trains, and Canadian National operates attractive, far-flung service with a boggling array of U.S.-built equipment.

Our summer travels in Canada were extremely provocative, frequently scenic, and particularly instructive. We would see passenger trains providing local-stop service, the concept of which has decayed so far here in the States that even the idea is found only in history books.

Paradoxically, at the same time we were "setting our watches backward," we seemed to be setting our watches forward, for these same trains that provided excellent local service frequently were appealingly modern in decor and were well-patronized.

Basically, we rode from Vancouver, British Columbia to Halifax, Nova Scotia on the Canadian National, and returned west over the rails of Canadian Pacific. Each system had its own plusses and minuses.

In terms of image, CN is known far and wide for its aggressive and positive attitude toward passenger service. The status of passenger trains in Canada is somewhat up in the air, at least as I write these lines, with various proposals in the wind to combine and eliminate some services to cut losses. However, the effects of CN's pro-passenger attitude are still clearly seen all over the system, especially when viewed with an eye to certain analogous situations on the CP.

Vancouver's CN station, despite its address of 1150 Station Street, is not really near the downtown area. A bus or taxi ride is required to reach any of the central parts of the city (travelers on PACIFIC INTERNATIONAL, please note). Upon our arrival at the station, I presented some identification at the ticket window, and was promptly handed my tickets, which had been held there for me. (Earlier that day an Amtrak agent in Seattle had looked at me incredulously when I asked if they would hold our tickets for our southbound COAST STARLIGHT trip so we wouldn't have to carry negotiable tickets with us during the next five weeks of traveling. No way in Seattle.)

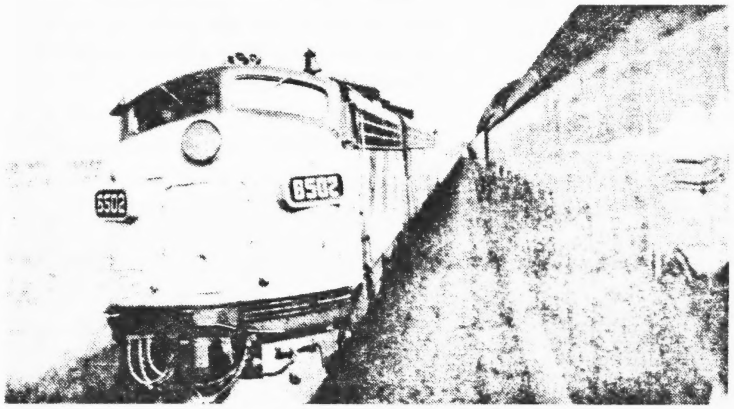
I was struck by how organized everything seemed to be as we prepared to board CN's SUPER CONTINENTAL. No chaotic scenes as harried railroad personnel made frantic last-minute arrangements to stock the dining car or put soap in a wash room. We walked toward our car (a coach for the first 131 miles) at the head end of the train, passing a crew car, 3 sleeping cars, a full-length dome lounge, a 48-seat dining car, 3 more sleeping cars, then a snackbar and lounge car (with tables, a small intimate bar, and a take-out counter), and then four coaches, the foremost of which was one of the new "Dayniter" cars. On the head end were two baggage cars, one mail car, and 3 "F" units.

Photos by the author.

The Porters for each sleeping car stood by their doors in their sharp-looking bright red jackets. Each car had a plate protruding from the side of the car showing its assigned line number, making it easy to spot your boarding location. I was surprised by the lack of personal baggage carts frequently found in the States, but some sort of Porter with a truck came by and practically begged to take our luggage out for us. Once we reached our coach, though, we were on our own, for coach passengers do not rate Porter service.

I then walked through the length of the train: through 13 cars, every one of which was comfortably cool inside.

We were riding on the SUPER CONTINENTAL, train #2, which was headed for Montreal. During the peak travel season of the summer, CN doubles its service to two complete trains each way each day. The 1:30 pm. departure from Vancouver (train #2) goes to Montreal, does most of the "local" stops en route, and has a somewhat slower schedule than that of SUPER CONTINENTAL #4, which would depart Vancouver at 5:35 pm. and terminate in Toronto. During the "off" season these two trains are operated as one (on the schedule of #2) from Vancouver to Capreol, where they are split for their respective destinations.



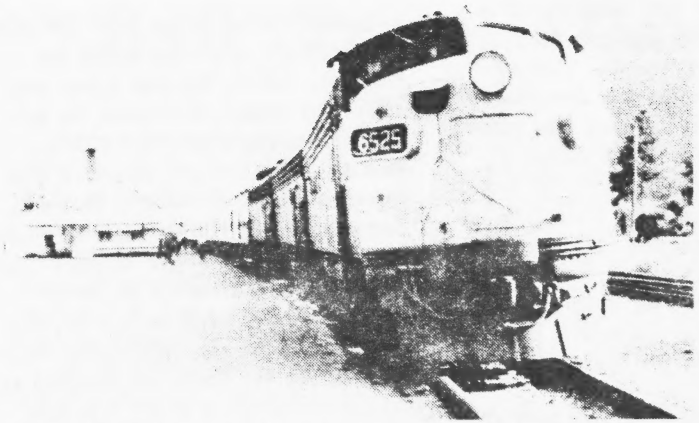
West of Edmonton, Paul's SUPER CONTINENTAL met a westbound counterpart last August 8.

Vancouver was in the middle of a heat wave this August day, and it was about 100° outside. (Most trains in my experience won't cool for beans until well under motion. Does CN have a secret?)

The interiors of the coaches are somewhat different from those of the States. The cars seat 76 passengers, but the rest rooms are rather small. The seats are not as close together as the seats of a traditional U.S. day-coach, thus giving ample legroom to each. The windows were immense and practically glistened in the sunlight, they were so clean. There was no carpet on the floor, but it was still a relatively quiet ride.

Soon SUPER CONTINENTAL #2 was rolling along the south (and/or east) bank of the mighty Fraser River. We moved to the dome car for better viewing. I was dismayed by the rather foggy or hazy appearance of the dome windows, all the more noticable by contrast with the clear coach windows. Thus the dome was rather ineffective for serious viewing. In theory the dome is reserved for sleeping car passengers but the rule seems a bit flexible.

After a 4-hour layover deep in the Fraser River Canyon in the town of Boston Bar, we transferred to the aforementioned train #4. Although maps don't



Paul's eastbound SUPER CONTINENTAL prepares to leave Boston Bar, B.C. Note the two extra lights strung on the front of the F unit.

really show it, you may ride out to Boston Bar on the CN, take a free (though absolutely hair-raising) "ferry" ride across the Fraser River, and return--should you desire--on the CP, from their stop of North Bend. The two stops are within walking distance, and thus you can sample each railroad. Be sure to check current schedules for this venture and allow a good hour for the walking transfer from station to station.

The advantage to the 1:30 pm. departure of train #2 was the chance to see the mountains and river of the western part of the CN route mostly covered during darkness by other CN trains. Because of the northern latitude, however, there were still barely discernable colorations in the sky of the fading day as we boarded SUPER CONTINENTAL #4 at 10:00 pm. We didn't have a "Dayniter" in this consist, but there was a veteran heavyweight 12 section/1 compartment car assigned, operating as a "Dormette" (read "budget") sleeper.

As the train pulled into Boston Bar station I saw through the windows of the dining car the nightly Bingo games in full swing. We would spend too much time unpacking to participate in the games that evening, but every night from then on whenever we were on CN we could hardly wait for the evening's Bingo session.

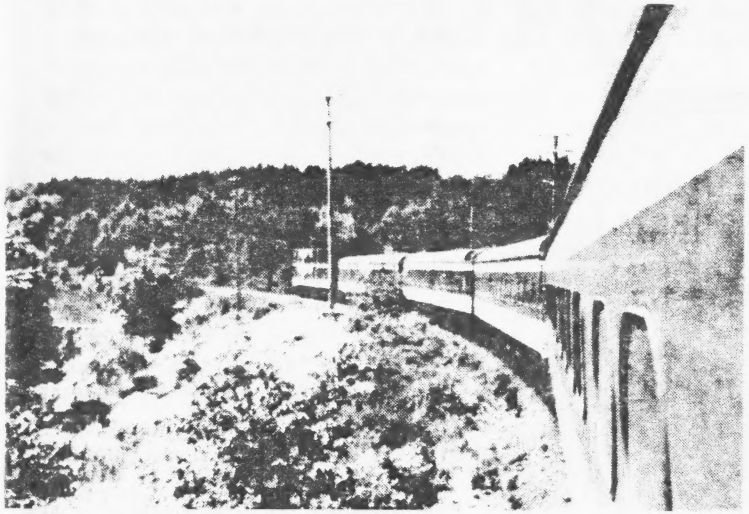
Upon departure from Boston Bar we were really on our way east. We would now be traveling 2644 miles without a layover--destination, Toronto.

In the morning we both awoke with a start as a dining car employee passed through the hallway of our sleeping car announcing, "Last call for breakfast!" Where normally we might have let breakfast go by the boards for some extra sleep, here we felt we had to get up--complimentary breakfast was included in our ticket price, and how could we refuse an offer like that?

The balance of the morning was spent marveling at the snow-capped mountains and magnificent expanses of forests of central British Columbia. Starting about 9:00 am., Mt. Robson, the highest point in the Canadian Rockies begins to come within the field of view of the train traveler. The route of the SUPER CONTINENTAL heads closer and closer to the massive, glaciated mountain, and you wonder when you'll enter a tunnel to pass underneath it. You never do, though, and the impressive views out the window keep trying to outdo each other. I'm convinced that the Engineer slowed the train several times at advantageous vistas just to provide his passengers with a memorable experience.

Near this point the CN hits the summit of its comparatively easy crossing of the Rockies (and the Continental Divide) at the fairly low altitude of 3760 feet. The gradients are most favorable on this route, and I observed a great deal of welded rail through these mountains. From this locale the CN route heads more directly eastward. The mountains recede behind you, the terrain changes to lower hills and you know that you are moving toward the great central plains of Canada.

At Jasper, special lighting for the engines, the additional "wide angle" lights, were detached from the nose of the engine. They were strictly for mountain navigation.



East of Edmonton an auto carrier brings up the rear of the SUPER CONTINENTAL.

During the afternoon, I clocked us at 75mph as we hurried across the plains. Now that we were out of the mountains I could devote more time to watching the operations of the railroad itself. One of the first things I noticed was that, in relation to our speed, the ride was very smooth. The maintenance of the roadbed was, on the whole, outstanding. I had found myself instinctively bracing for the bone-breaking lurches that inevitably seem to accompany passage by a train over grade crossings. They never came.

The overall smoothness of the ride was especially intriguing in view of the fact that much of the tangent track I observed on the plains was laid with jointed rail. This observation was further reinforced by the soundness of our sleep--like a rock--and that in bedroom "B"--over the wheels. (I must admit that sleep was harder that first night, due in large part to the twisting route trains must follow through the Canadian Rockies.)

Arrival in Edmonton was about 20 minutes late. Connecting CN RDC trains departing northbound from Edmonton had been held, however. Edmonton was a 40-minute stop because major switching operations were to be performed at this point: the dome lounge (sadly) came out of the consist and was replaced by a venerable heavyweight lounge car, "Rendez Vous." Also an enclosed auto-carrier car was attached to the end, a part of CN's popular "Auto-With-You" service.

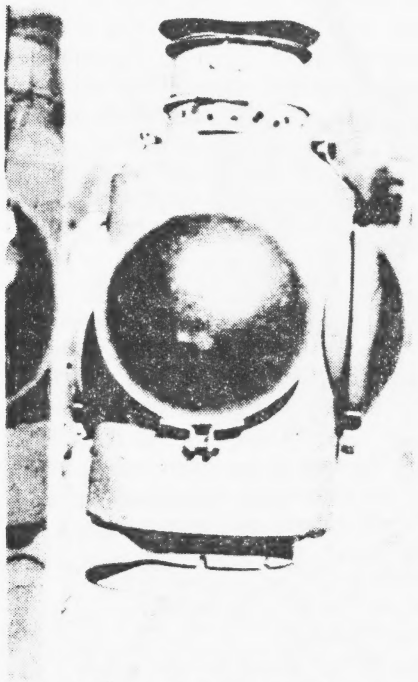
Edmonton has one of the most modern railway stations I have ever seen. Its automated baggage handling facilities would even put some air terminals to shame. For a city of 437,000, the

scope of this railway station was nothing short of incredible. And it was jammed with people! We had wandered around the station and had to wait several minutes to reboard at the end of a long line of passengers just boarding.

The passenger load had been light departing from Vancouver but had been building up during the day. Departing Edmonton at 5:55 pm. (30 minutes late) we were at or near capacity.

Our newly cut in, ice-cooled heavyweight lounge car may have seen many miles of service, but if you were to judge from its interior, it had been placed in service just a few days before.

We rocketed across the farm lands of central Canada. During dinner I clocked us at 85mph. With the good roadbed, though, there was no difficulty eating.



Antique lanterns converted to electricity hung on the rear of the SUPER CONTINENTAL.

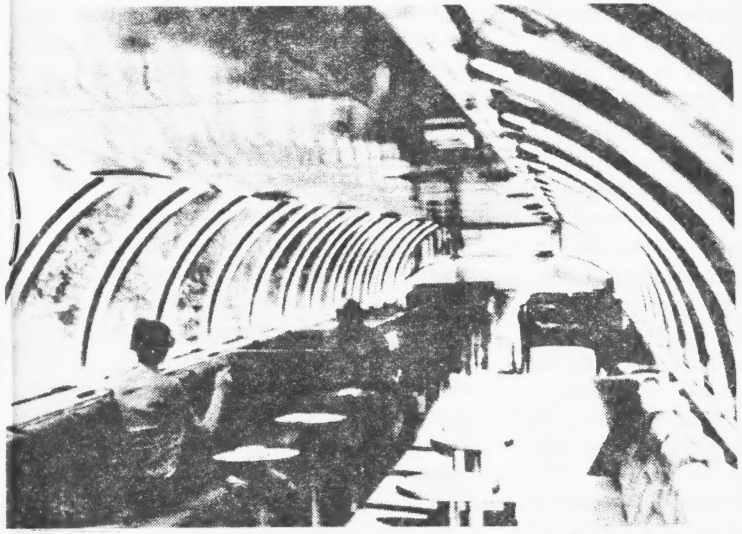
We would be crossing the plains during the night. About an hour east of Winnipeg we would be moving into forested land of rocky hills and many lakes, which would be the terrain until we were nearing our destination. Admittedly, the views were not the spectacular ones of the mountains, but I missed the dome car, especially during this part of the trip. Its added elevation would have given viewers just enough extra height to see over the tops of the trees, and the resultant views would have been most entertaining.

Each evening the usual Bingo was announced after the dining car had been cleared of dinner, and this popular feature would attract a full dining car load of smiling players. Entry was free, and prizes (CN souveneers such as coasters, cigarette lighters, and flashlights) were awarded winners. The games were conducted by a member of the dining car crew, usually a waiter who enjoyed the assignment as a chance to meet people; otherwise it would be assigned by the Steward. The first night we played, for instance, the host sort of rushed the games to completion, but the other nights we had hosts who seemed to have genuine fun reading the letters and numbers and socializing with the passengers.

For our second and third mornings on board the SUPER CONTINENTAL the scenario was the same: we were sleeping soundly and arose at the last call for breakfast and dashed down to the dining car. If nothing else, we slept soundly!

The food service on CN trains deserves special attention. As mentioned earlier, all our meals were included in our sleeping car fare. The crews of the dining cars were almost exclusively comprised of youthful personnel, many of them college students. (I surmised that the crafty veteran waiters took their vacations during the summer to avoid the heavy crush of summertime travelers. This was all right, for the younger people lent a cheery air of informality to the proceedings.)

An indication of the scope of the CN summertime passenger operation may be gauged from the fact that the Dining, Sleeping, and Parlor Car Department hired 225 additional summer-only personnel to work out of the Winnipeg office alone.



The full-length dome lounge on the SUPER CONTINENTAL was an ex-Milwaukee Road Super Dome, nicely refurbished within by CN with a variety of seats and tables.

We did notice a variance of quality among crew sets. This is a most natural occurrence, but the difference between the crew west of Winnipeg and the crew east of Winnipeg was as the difference between night and day. Where the first crew had rushed us through our meal, the second crew was more skilled in allowing you to eat your meal in peace. The "western" crew had difficulty remembering orders (sleeping car patrons order their meals verbally; only coach passengers using the dining car need write their orders) while the "eastern" crew was thoroughly competent and relaxed.

Menus were different <u>every day</u>. The same menu would be used for both lunch and dinner, with the addition at the evening meal of an appetizer course and a roast of beef entree that was not availble at the noon meal. The only notable omission was that of some kind of steak for dinner. Breakfast menus were not changed. By and large we were unimpressed with the CN breakfasts. The meats (ham, sausage, bacon) were our biggest complaint, even though the servings were ample. Our first crew even had trouble preparing eggs. The rest of the meals were prepared with greater finesse.

I noticed that the menu showed no increases in prices from those of three years ago in a dining car on CN's RAPIDO between Montreal and Toronto. What? No inflation?

One Conductor said that the average summertime load of the SUPER CONTINENTAL is about 175 coach and 140 sleeper passengers. Most all of the coach passengers were traveling on a limited budget and a packaged lunch was quite a normal event. Others took advantage of the very reasonable prices at the take-out counter of the snack bar car.

Meanwhile the dining car had to cope with all the sleeping car patrons.

After breakfast a waiter would canvass the sleeping car section of the train and inquire of people which sitting they would prefer for lunch and dinner. Three sittings (in a 48-seat diner) were required, plus an unofficial latecomers hour. The calls were unfailingly made by a waiter. I was somewhat bothered by the sort of production-line feel this reservation system gave to the meal times. But I could understand the need for it and was tremendously grateful for never needing to stand in a crowded line.

If anyone should tire of scenery watching, he could always divert himself with some of the multitudinous CN-supplied publications found about the train. At many stops fresh newspapers were placed aboard. And of course many current magazines---U.S., Canadian, and English---were in stock. Then there were brochures about the "Auto With You" plan, CN tours covering every province with fellow passengers you might not otherwise have met. I loved it because of its relaxed, Continental kind of aura. No one was pushing you to "enjoy yourself, or else"....

We arrived in Winnipeg on time. Here the entire train crew would change. This second set of crew members would stay with us for the second half of the trip. Also a fresh set of engines was coupled on here.

We lost about 30 minutes in Winnipeg trying to fix an air conditioner which had gone bad. By that evening, however, we were back on schedule again.

Passengers on CN sleeping cars are supplied with very utilitarian "washcloths" in addition to Pullman-style towels. The washcloths were of disposable, fibrous paper construction; strong and porous enough to give you a semblance of a shower, and still have your towels remaining for drying purposes.

A nice treat for children on the Canadian National is a punch-out cardboard model of a 3-car CN train: engine, coach, and dome lounge.

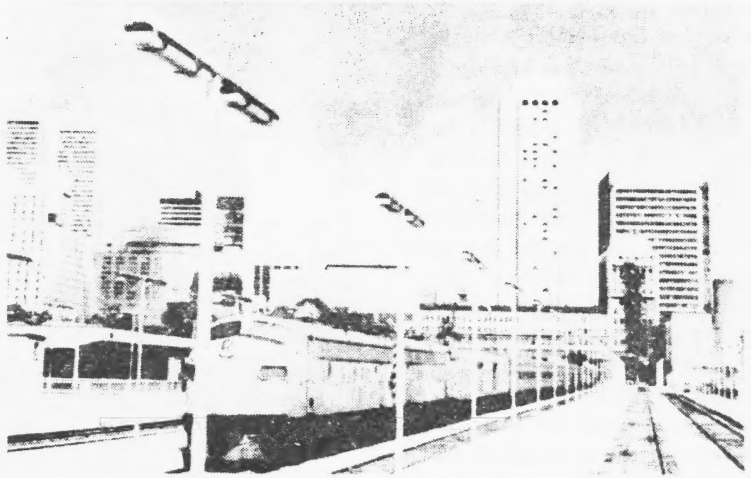
---

of Canada, and of course timetables. Then there was "From Mountainside to Oceanside", a route-descriptive brochure for the mountainous regions west of Edmonton. In the lounge there was CN stationery, plus coloring books and a box full of games for children.

Another welcome touch, and a very pleasant one at that, was the morning Hospitality Hour in the lounges. Each morning the lounge car attendant would set out cups and saucers and sleeping car passengers were welcome to come in and get acquainted over this complimentary coffee. Many passengers would avail themselves of this feature, especially after breakfast. It was an ideal way to get acquainted and chat

The next morning we were just starting breakfast when we pulled into Capreol, Ontario, the last major stop before Toronto. This is the major division point on the CN, it being the point where the respective lines to Montreal and Toronto split off and head their separate directions. Outside the train I spied young children from the town walking up and down the length of the platform selling small cups of fresh-picked blueberries. I dashed out, bought some, and effected a custom addition to my breakfast cereal.

All morning I had been on tenderhooks, for,having consulted both CN and CP timetables, I knew that both trains were scheduled to run on almost exactly



The skyline of Montreal, and a westbound consist of CN's SUPER CONTINENTAL awaiting departure were seen from the rear of CP train 154, a rail diesel car to Quebec City.

the same schedule south into Toronto. Was CP's CANADIAN on time? Would we see it?

We were stopped near Parry Sound when I heard another train whistling in the distance. I could see some tracks about 100 yards distant. Whose were they? As we slowly built up speed from our station stop, suddenly there it was--pulling right alongside of us. I went into a frenzy of picture taking, all the while marveling at the event. Imagine: two full-service trains--competing, yet--each of which had come over 2500 miles from Vancouver--the other side of the continent--and there they were, on time and running side by side for these few brief seconds of their trips.

Arrival in Toronto was on time to the second, 5:00 pm. sharp. I was sorry to get off--no Bingo tonight!

The next day our odyssey continued on the TORONTO, HAMILTON, AND BUFFALO Railroad (a subsidiary of CP), passing through all three cities of the railroad's name. The train consist was two CP RDC units, one with a small baggage compartment. We departed from Toronto at 9:53 am. with some 30 adults and 6 children. A Brakeman said that the usual consist for this train was one RDC and one baggage car in tow, because two cars are needed to actuate signals along the line. Today we had the two passenger cars because of heavy weekend traffic coming up from New York via Amtrak to Buffalo, and connecting through Buffalo later that afternoon.

Despite the austerity of this RDC compared to the SUPER CONTINENTAL, the trip was not without its interesting points. At one spot we stopped at a grade crossing in a town and discharged several passengers. These same passengers then were handed down their bicycles which had been traveling in the RDC's baggage compartment. I was amazed to see such an example of surviving local service.

Thanks to an open Seaway drawbridge, we arrived in Buffalo 10 minutes late, pulling in beside the Amtrak connection (train #78) to New York City with plenty of time to spare.

The Amtrak trains we then experienced were an inauspicious visit home. Our first (#78) had three coaches, and when I ventured into the foremost coach some "authority" grouchily informed me that that car was "not for passengers to use." It may have been my imagination, but I got the distinct impression that that car had the best-functioning air conditioning of the bunch. And at our destination 200 miles later, even with no obvious delays, we were already 30 minutes late.

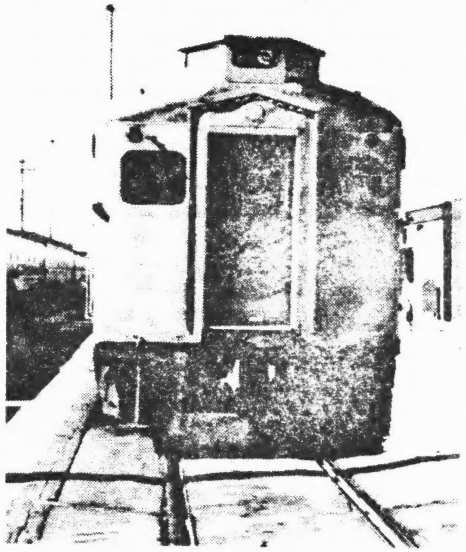
A subsequent experience on a METROLINER had a Snack Bar Coach attendant refuse to cash my travelers check. What is the sense of traveling if you can't cash your travelers checks? Funny, I never once had my travelers checks refused in Canada.

Our Canadian travels resumed in Montreal, where we boarded CP train #154 for the trip to the city of Quebec. As mentioned in an earlier issue of RTN, all the tracks have been pulled out of the trainshed of CP's Montreal station, and all trains terminate on an open, cement platform expanse at the extreme far end of the former trainshed. According to my pacing measurements, a passenger has to walk at least 500 feet from the gate to the first open vestibule of a train.

Train #154 was another CP RDC, virtually the same as that we had encountered on the TH&B. The RDC's are relatively new on this run--an economy move. This was a cut above the TH&B train, though, for we had a news butch with newspapers, soda, chips, and the like for sale. Sandwiches were 50¢.

The train's windows were among the cleanest I had ever seen. So clear we were hardly aware of their presence.

At intermediate points the Conductor helped people take their luggage



At Moncton, New Brunswick, a Canadian National RDC prepares to leave for St. John, N.B., on August 30.

off and on the train.

Number 154, with some 30 passengers, arrived on time at Quebec's Palais station, pulling in alongside a much longer CN RAPIDO preparing for a return run to Montreal.

Quebec is very French, both architecturally and linguistically. I don't know how we did it, but we finally managed to convey to the cab driver that we wanted to go to the terminal for the ferryboat to Levis. CN trains terminating in Quebec (the RAPIDOs) use the in-town Palais station, but through CN trains heading further eastward into the Maritime provinces stop on the far (south) side of the St. Lawrence River, at Levis. Connection is very simple via an every-two-minute, free (for pedestrians) ferryboat operated by CN. The cityside boat terminal is literally only a stone's throw away from CP's historic Chateau Frontenac

Canadian National's OCEAN was seen at the Truro station last August 31. This is a major train from Montreal to Eastern seaport cities.

Hotel, and on the Levis side it is only about 50 yards from the boat dock to station and trackside.

CN train #14, the OCEAN, arrived in Levis at 9:07 pm., 27 minutes late. I had thought the patronage and the frequency of service good over the route of the SUPER CONTINENTAL, but the service to the Maritimes was even more extensive. Train #14 came in with a consist including 3 head end cars, 6 coaches, a lunch counter dinette car, a 48 seat dining car, 5 sleeping cars, a sleeper/lounge, a crew car, and an office car--19 cars, and this was just one of 3 trains daily out of Montreal during the summer (2 in winter) for the distant eastern seapart cities. Observing the fairly high load in the coaches, I decided this must be a popular service.

(Continued in the December 18 issue)

QUOTES OF THE WEEK***

"We may have departed from a Victorian station, but this train was bound for 1972. Though it called up our nostalgia, it also presented us with a "modern" decor and a "now" name to match, a futuristic, abbreviated, advertising name with a clipped crack to it: Amtrak. I like it."

--Paul de Barros in Clear Creek magazine, January

"We are convinced from our experience with electrified Metroliners in the Washington-New York corridor that the public is eager to have modern, high performance railway service. The acquisition of these trains and their assignment to these services will be the start of a major program to improve our high-potential, non-electrified services."

--Amtrak President Roger Lewis in Dec. 28 press release announcing coming Chicago Turbo service

(Continued from page 3)

While making a profit by its one-sided accounting system, Greyhound may rightly be criticized for the quality of its service. Is it serving the public as a public transportation system should, or is it merely milking the public for profits for its managers and investors? We don't keep a systematic record of Greyhound's performance, as we're not a bus travel newsletter. But some random reports do come to us. Here in the Bay Area during the past weeks one reader made a trip on Greyhound and reported the following: bus stations were rundown and poorly located in undesirable sections of town; schedules were inconvenient; the reader had to wait in line 15 minutes to purchase a ticket at the only ticket window open in a large station, while other clerks milled around behind closed windows; upon reaching the window the ticket seller was surly and discourteous and refused to cash an American Express Traveller's Check without a prior okay from the manager; after getting the okay the reader had to return to the line for another 10 minutes to encounter the surly clerk again, nearly missing her bus departure; the bus was 35 minutes late to its destination on a trip of 55 minutes! Another individual rode Greyhound's commuter bus service between San Francisco and Contra Costa County for two weeks, and on three occasions the buses broke down. The same person rode AC Transit's public operated buses for three years between San Francisco and the Eastbay on a route of similar length and never once was in a bus breakdown!

Greyhound Lines West, in hand-wringing over the fact that its ridership decreased 7.6% in the first half of 1972, seems to be seeking a scapegoat in Amtrak, whose ridership is increasing. Perhaps Greyhound should look at its own performance and ask itself whether the conditions under which it operates its buses are conducive to attracting more riders, rather than try to pass the buck to Amtrak. Spending money on anti-Amtrak advertising is the wrong approach, and will only create a backlash that will highlight Greyhound's inadequacies. Public travel will increase in the months ahead at a healthy rate. There's enough business for both Amtrak and Greyhound if the services of both are attractive to the public.

BART TO OPEN ITS RICHMOND LINE SOON

The Bay Area Rapid Transit District will open the Oakland-Berkeley-Albany-El Cerrito-Richmond leg of its system sometime after the middle of January, BART announced late in December. The exact date of opening is to be kept a secret until the BART Board of Directors can be informed. However, it is known that the occurrence will be on a Monday, in keeping with BART policy.

The ten-mile segment of line, all subway thru Berkeley and elevated elsewhere, presently is carrying test trains. When the line opens, trains that now terminate at Oakland's MacArthur Station will continue on to Richmond. With the opening of the new segment, 38 miles of line will be in operation. BART said that trains will run between Fremont, at the south end of the present BART line, north to Richmond at 10-minute intervals. It is said that automatic control equipment is functioning better on the Richmond line than it did on the present line before it opened.

Start Your Subscription To

PASSENGER TRAIN JOURNAL

With Our Most Important Issue:

The Winter '72-'73

"RAIL CRISIS ISSUE"

1973 may well be the most important date in the history of American intercity rail passenger service. This is the year in which, for better or worse, the future course of Amtrak will be decided.

PTJ, an advocate of expanded and improved rail service, will devote this issue to the problems we will face if even greater dependence on highways and airways is ordained; what other advanced nations are doing to rebuild and upgrade their rail systems, and why; what the US used to enjoy in the way of rail passenger service and what we could have if even a small fraction of funds going to other modes were used for rails. In short, we plan this to be a definitive work on the crisis facing America.

This issue will be off the press in mid-February. It may well become a collector's item.

PTJ is the only full-size US publication devoted exclusively to modern rail passenger service. It is published quarterly.

To be assured of this issue and other timely issues to come, subscribe today!

PASSENGER TRAIN JOURNAL
Dept. RN
29 E. Broad St.
Hopewell, N.J. 08525

☐ Enclosed find $4.50 for a year of PTJ.
☐ Enclosed find $8 for two years.
☐ Enclosed find $11 for three years.

Name _____

Address _____

City _____ State _____ Zip _____